



U.S. Department of Energy Environmental Impact
Statement for the Alignment, Construction, and
Operation of a Rail Line to a Geologic Repository at
Yucca Mountain, Nye County, NV

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SCOPING COMMENT SHEET

Name: PAUL J. BURKEN Organization: NEVADA GOLD & CASINO INC

Mailing Address: [REDACTED] Zip: [REDACTED]

Telephone Number (Optional): [REDACTED]

How did you hear about us?

Newspaper Public meetings Other

Neighbor News coverage

☒ If you want to receive information about the Rail Alignment Environmental Impact Statement by mail, please check here.

MAY 26, 2004 SENT UPS

COMMENTS:

PLEASE SEE ATTACHED INFORMATION SENT
TO BUREAU OF LAND MANAGEMENT WITH
LETTER DATED MARCH 23, 2004. CONSIDER
THE ENCLOSED INFORMATION MY COMMENTS
TO DOE ON THE CRABTREE CORRIDOR AS
IT ADVERSELY IMPACTS THE GOLDFIELD MINING
DISTRICT, THE COUNTIES OF Nye & ESMERALDA,
THE STATE OF NEVADA, THE COMMUNITIES OF GOLDFIELD
& TONOPAH, MY PROPERTY AND THE COMPANY IT'S
LEASED TO METALLIC GOLDFIELD INC.

PAUL J. BURKEN JR.
PAUL J. BURKEN

Please note: Your comment(s) must be received by the Department of Energy by June 1, 2004 to be considered. Comments received after the close of the comment period will be considered to the extent practicable.

If you prefer to mail your comments, you may use the back side of this sheet as a postage-paid, self-mailer. To do so, fold in thirds along the dotted line so the address and postage-paid notice are visible, then secure with tape.

Please feel free to attach additional pages (if mailing, more postage may be needed).

Nevada
★
G O L D
& CASINOS, INC.

040244

March 23, 2004

Department of Interior
Bureau of Land Management
1340 Financial Blvd.
P.O. Box 12000
Reno, Nv. 89520-0006

Attention: Nevada State Director

Re: Impacts of proposed Goldfield Alternate Rail Line for the Yucca Mountain Nuclear waste Repository

Dear Mr. Abbey:

I just found out about this proposal yesterday and I must say that I was in total shock. It is quite evident that certain parties in the Government are not aware of the millions that have been spent and are presently being spent in the Goldfield District. This proposal to bring a rail line and withdraw land where commercial ore bodies are now being developed is almost unbelievable.

I could write a book on how foolish a project of this nature would be; however, I shall attempt to show you what the United States Government (USGS) and other top experts have to say about the importance of this area other than to run a rail line through it.

I shall quote you from various publications by the Government and other well known experts regarding this very sensitive area. I feel that the people proposing this rail line have not the slightest idea about mining. Just remember, "If you can't grow it, you have to mine it".

I will now quote you from the finest Book ever written on any Mining District in the World by a man all the universities recognize as probably the world's greatest engineer--Frederick Leslie Ransome. The United States Government had him in Goldfield for three years to produce this great masterpiece of 258 pages with some of it in color--published in 1909.

1. GEOLOGY & ORE DEPOSITS OF GOLDFIELD, NEVADA. Page 19 tells you \$2,000,000.00 stolen from three mines. At today's price of Gold that equals \$40,000,000.00. Page 21 tells you that nine companies of Federal Troops were ordered into Goldfield. In 1907 everything shipped from the Camp averaged 10 Oz. of gold to the ton. No place in the world has ever come close to this. On page 201 of the "Practical Conclusions" Ransome mentions our present area of concern. Also on page 205 he tells about the richest car load of ore ever shipped in the world--averaged 609.6 ounces of gold per ton. Today .03 can be commercial.

2. Look at Cameco's find by drilling in the Tom Keane area where they found 35' averaging .07. This company is partly owned by the Canadian Government. On the same page you can see Homestake is excited about 30 ft. of .03 ounces of gold per ton.
3. Look at the bound copy of the Bob Hatch report where he drilled 15' at .136 ounces of gold per ton and ten ft. at .155 ounces per ton. This is all at the Tom Keane mine area where the proposed rail may go.
4. Look at Government Report 843 B where a third anomalous Gold area has been found. This is the result of a ten year investigation and after ten of thousands of samples have been run by the Government to determine the anomaly. (This is the exact area Ransome picked at the end of his Practical Conclusions) This anomaly is identical to the two anomalies that produced the 4,200,000 ounces of gold. Only this anomaly has not yet produced ore. Yet I have showed you commercial ore that has been found in the anomaly at the Tom Keane area. This anomaly was the largest known Gold anomaly on the North American Continent when the USGS developed it. The result of a ten year investigation. It seems that the present people proposing the rail line know nothing about the huge investigation and millions that have been spent proving out the ore.
5. In the "Geological Survey Professional Paper 883" Book the Ertz Images show a striking agreement between the anomalous green area and the altered area which Ransome associated with the Goldfield ores. (Page 201) Nowhere is that Alteration more pronounced than in the seven miles of the Eastern vein system that I located. This is the area they want to run the rail line through. The area where commercial ore is being developed.
6. In Book 843 A I just want to show The Government's belief that the 15 square mile altered area potential for new deposits. Remember, all of the above is the United States Government speaking, not Paul Burkett. Our USGS is recognized throughout the world as probably one of the finest Government Agencies in the world.

I could go on for hours but I must close to get this in the mail. I first came to Goldfield in 1942. I was so impressed with what I saw and found out through research that I started locating what Ransome saw in his practical conclusions as a great area. People thought I was crazy doing what I was. I didn't let anyone know what I was up to. I picked up a great deal of the property in different names. I was very young and if an old timer wouldn't sell to me, I just waited until he died and I picked the ground up immediately. It took me a little over 40 years to pick up this seven miles which has turned out to have one of the largest gold anomalies in the world in the world's richest gold camp (Did not produce as much as Cripple Creek, Homestake, or South Africa, but nowhere in the world were the ores as rich.) Now they want to close this gold area down to put a rail line through it when there are better routes available. This is a Government gone crazy.

Sincerely
Paul J. Burkett : Vice President